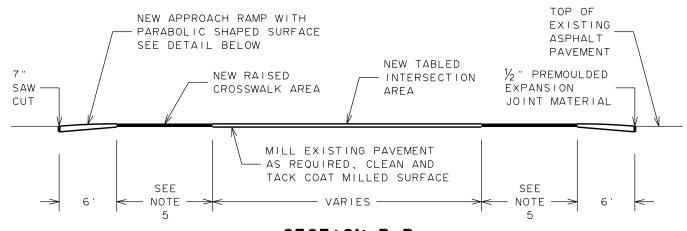


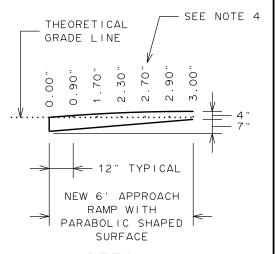
SECTION A-A



SECTION B-B

NOTES:

- 1. TABLED INTERSECTION AREA, RAISED CROSSWALKS AND APPROACH RAMPS CONSIST OF THIN PORTLAND CEMENT CONCRETE PAVEMENT WITH FIBER REINFORCEMENT, MINIMUM 4 INCHES THICK, APPLIED DIRECTLY TO MILLED ASPHALT PAVEMENT SURFACE. SEE DETAIL \$502-1.
- 2. AFTER MILLING, REMAINING PORTION OF ASPHALT PAVEMENT SECTION MUST BE AN ABSOLUTE MINIMUM OF 3 INCHES THICK. IF THERE IS NOT AN ABSOLUTE MINIMUM OF 3 INCHES OF ASPHALT REMAINING, THEN ENTIRE PAVEMENT SECTION MUST BE REMOVED AND TABLED INTERSECTION CONSTRUCTED PER DETAIL \$415-2.
- 3. TOP OF TABLED INTERSECTION AND RAISED CROSSWALK AREAS ARE TO BE PARALLEL WITH FINISHED PAVEMENT SURFACE GRADES AND CROSS-SLOPES. TOP OF APPROACH RAMPS ARE TO BE PARABOLIC IN SHAPE.
- 4. DEPTHS SPECIFIED FOR FORMING PARABOLIC SHAPE OF APPROACH RAMPS ARE AS MEASURED FROM TOP OF THEORETICAL GRADE LINES TO TOP OF APPROACH RAMP.
- 5. WIDTH OF RAISED CROSSWALKS WILL BE AS REQUIRED IN CONTRACT DOCUMENTS.



DETAIL APPROACH RAMP

CITY OF ROCHESTER

TABLED INTERSECTION SECTIONS -RETROFIT

ISSUED 8-2-05 NON-STANDARD REVISED 7-19-11 DWG.NO.S4I5-3